

Bay Area Transportation: **Where We've Been,** **Where We're Going**



Assembly Select Committee

Steve Heminger
Executive Director
Metropolitan Transportation Commission

August 21, 2015

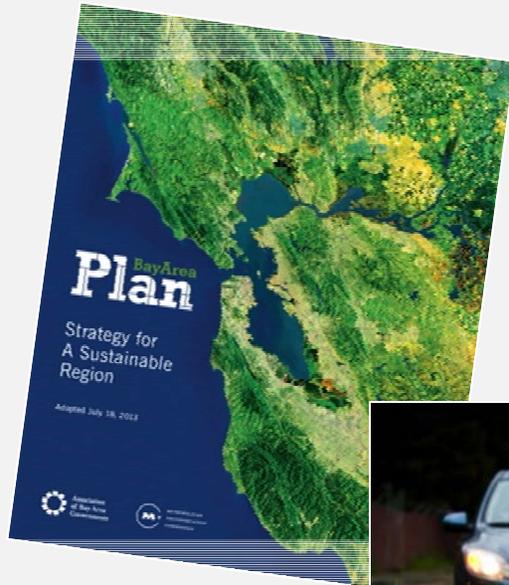
An Historic Chapter...



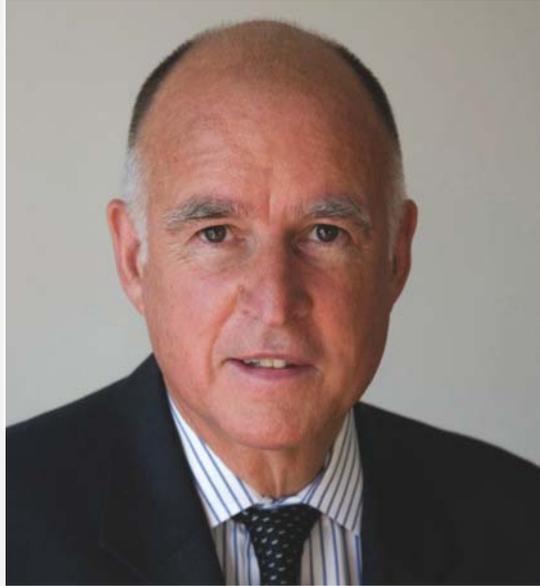
...Is Coming to a Close



So, What Shall We Do for an Encore?



Governor Brown's Call to Action – Eat Your Peas!

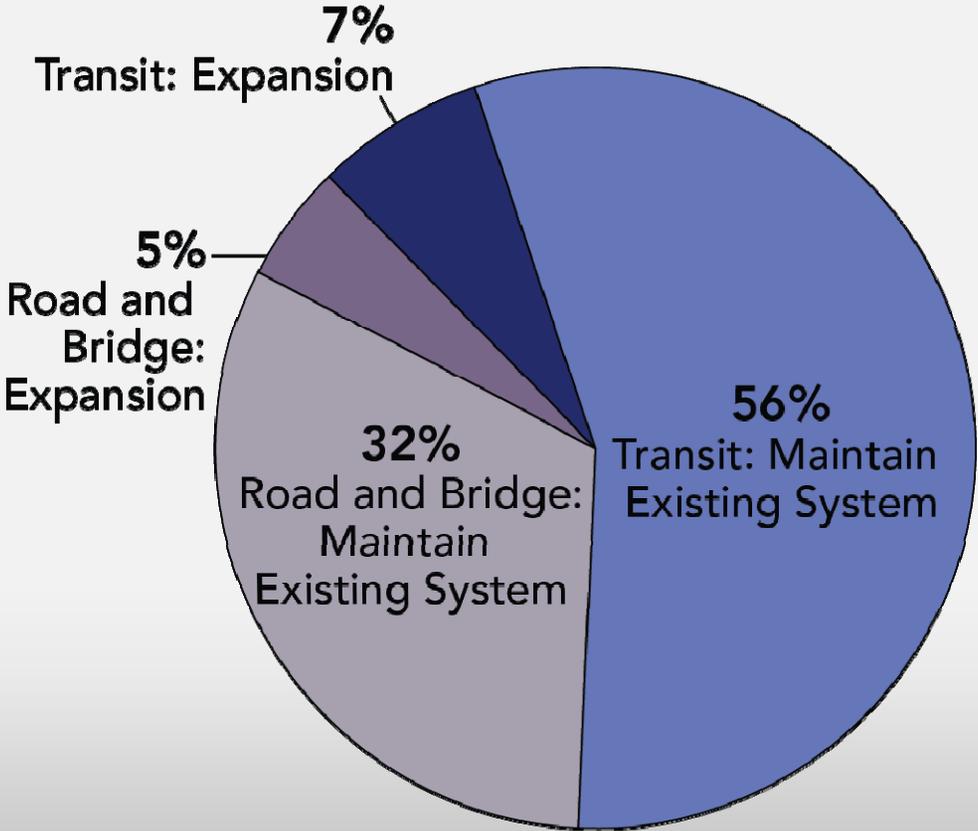


“We must also deal with longstanding infrastructure challenges. We are finally grappling with the long-term sustainability of our water supply... equally important is having the roads, highways and bridges in good enough shape to get people and commerce to where they need to go. It is estimated that our state has accumulated \$59 billion in needed upkeep and maintenance. Each year, we fall further and further behind and we must do something about it.”

— Governor Edmund G. Brown Jr.
2015 State of the State Address

Fix It First

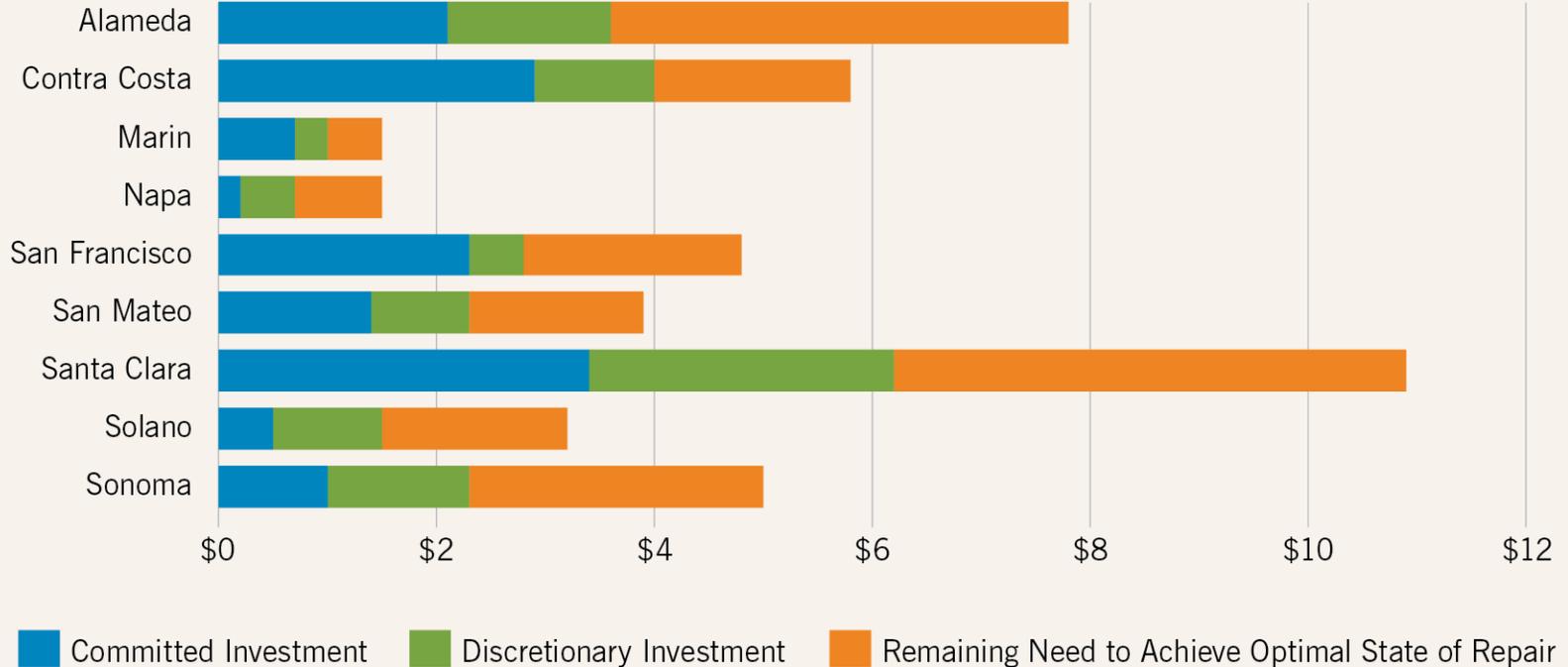
Plan Bay Area Investments by Function 292 Billion*



* Dollars in year of expenditure

\$20 Billion in Potholes

Local Streets and Roads Investments and Remaining Needs by County, 2013–2040 (in billions of YOE \$)



Pennies for Potholes?

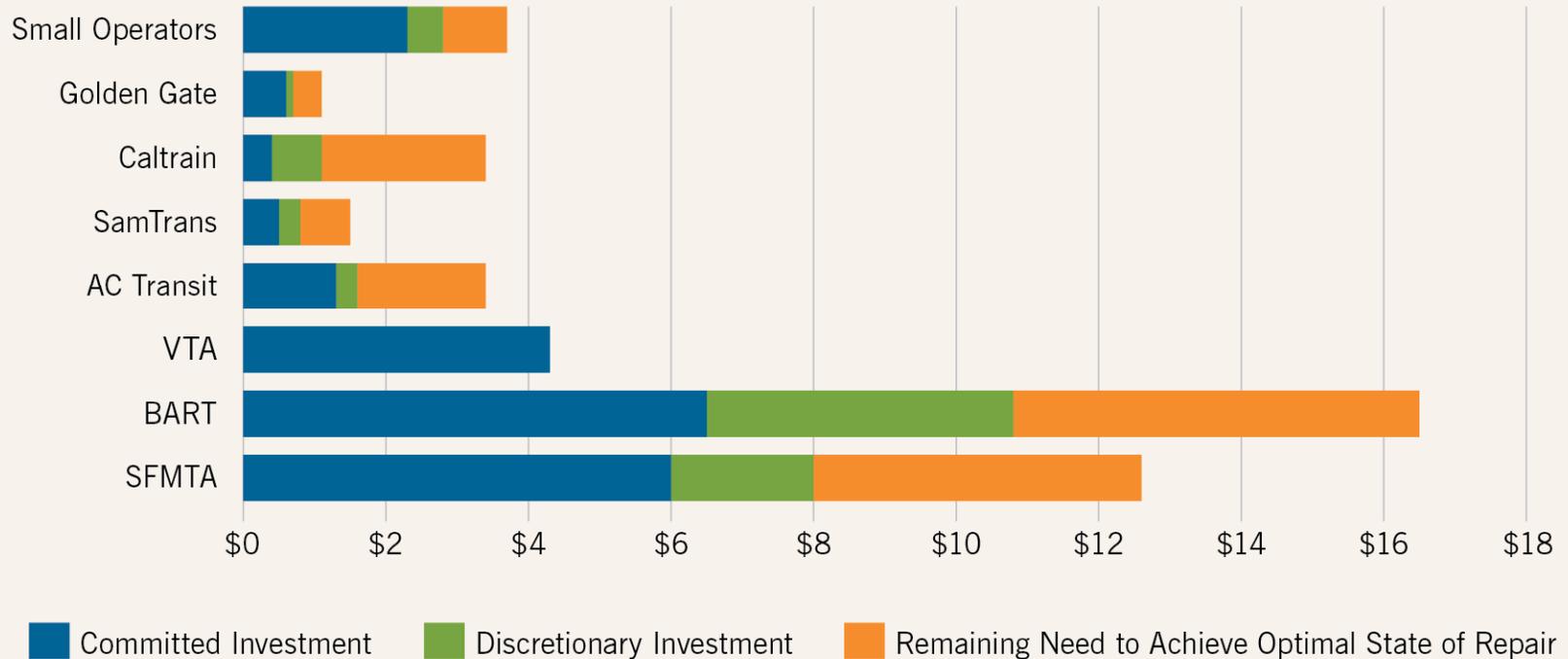
Would You Support or Oppose a 10-Cent Per-Gallon Increase in the State Gas Tax With Money Used to Improve Roads and Highways?

	L.A. County	San Diego/ Orange	Other Southern CA	Central Valley	SF Bay Area	Other Northern CA	TOTAL
Support	52%	39%	40%	41%	68%	45%	49%
Oppose	44%	56%	60%	59%	29%	55%	48%
Don't Know	4%	5%	0%	0%	3%	0%	3%

Source: Field Poll February 2015

\$20 Billion in Transit Repairs

Transit Capital Funding and Remaining Needs, 2013–2040 (in billions of YOE \$)



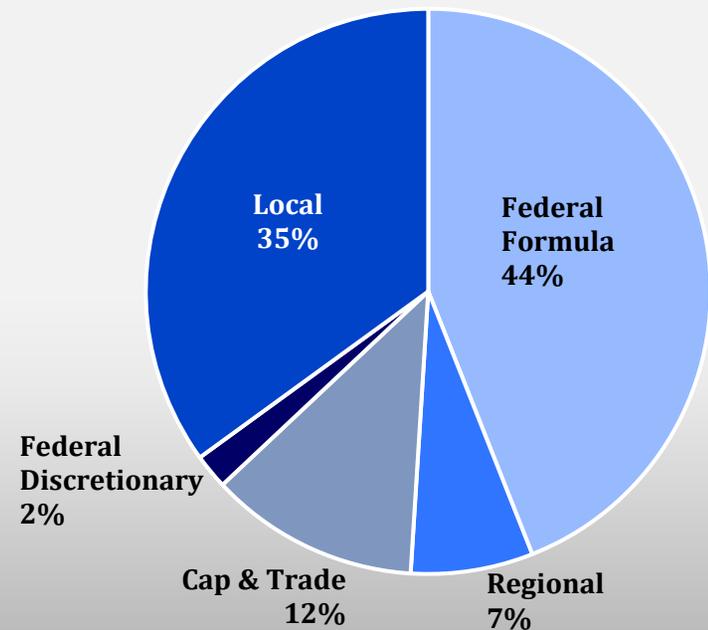
Transit Core Capacity

\$7.5 billion Transit Core Capacity Challenge Grant Program

- Focused on modernizing SFMTA, BART, AC Transit fleets
- Over 80 percent of all Bay Area riders, over 75 percent of minority and low-income riders
- Leverage federal funds with state, regional and local money
- Requires transit agencies to meet performance objectives, improve cost-effectiveness

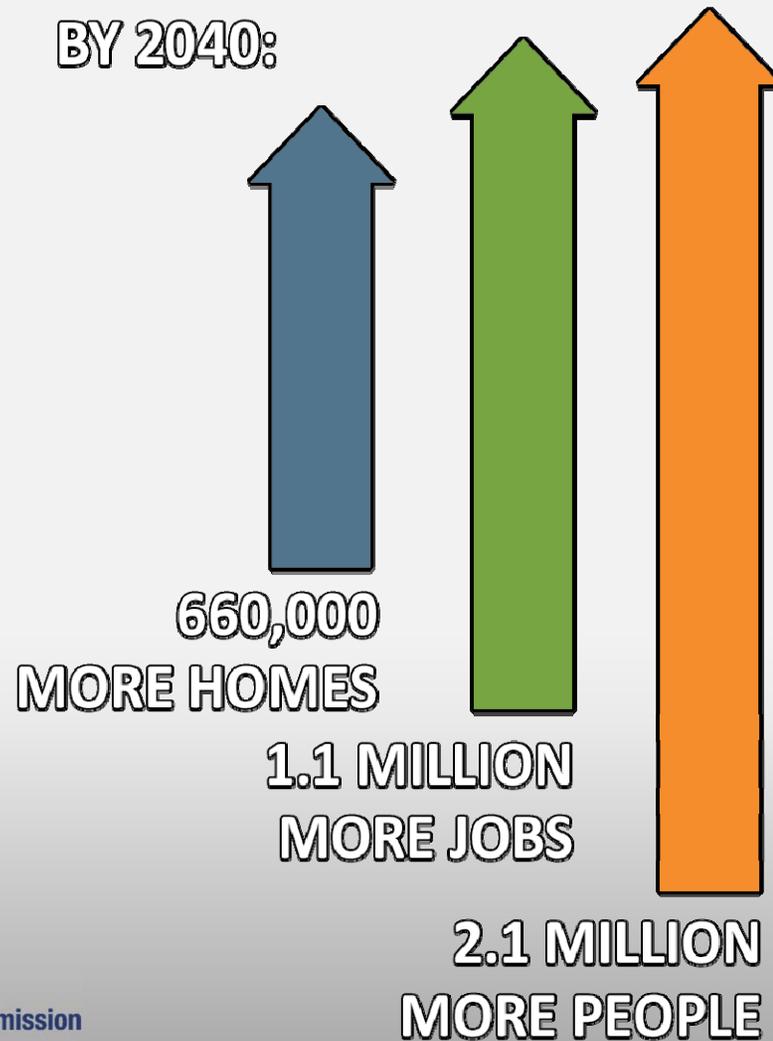


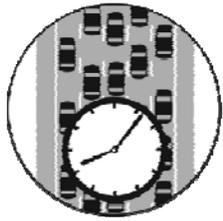
Transit Core Capacity Challenge Grant Funding Plan



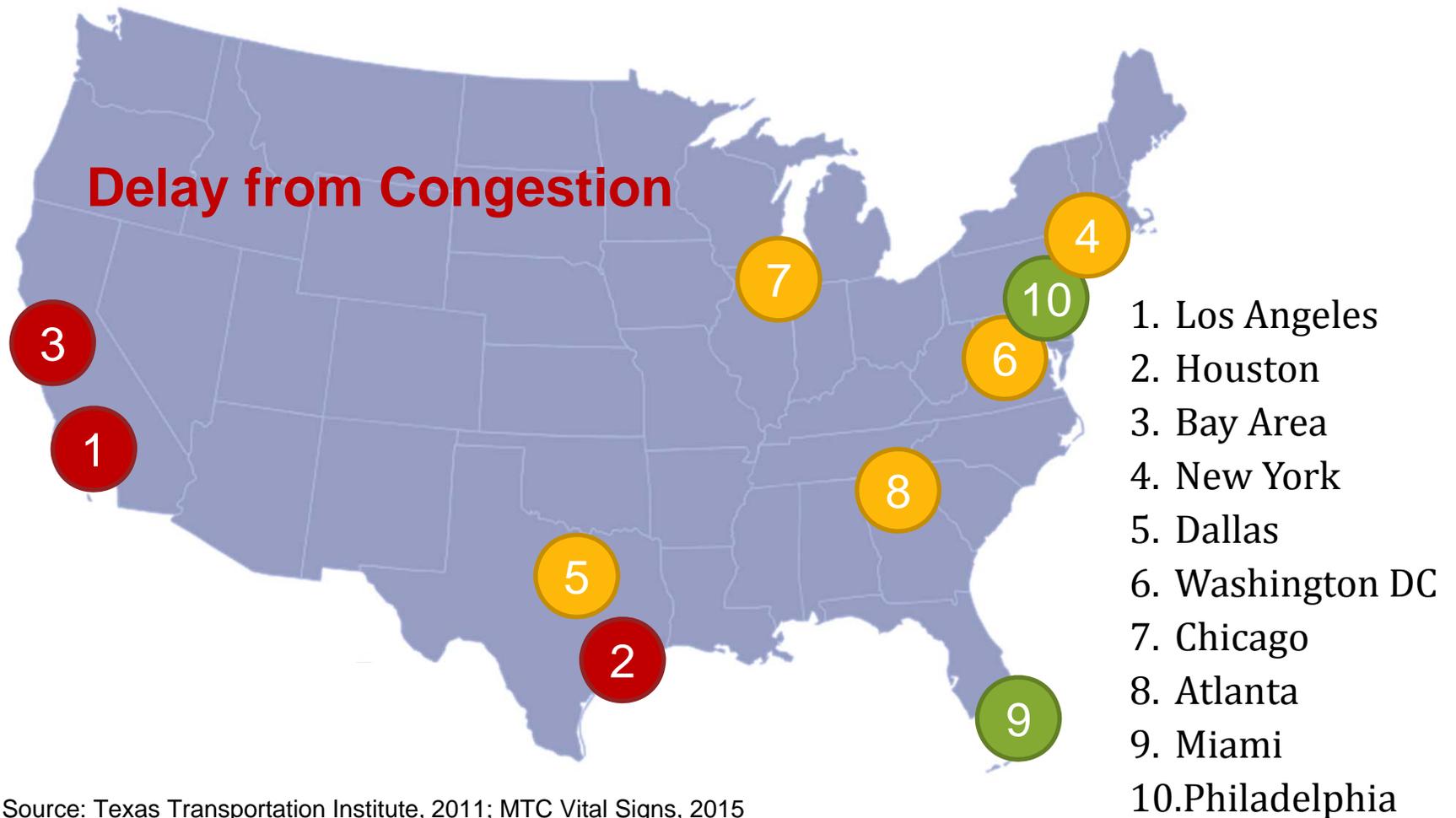
Growing Pains, Too

BAY AREA GROWTH
BY 2040:

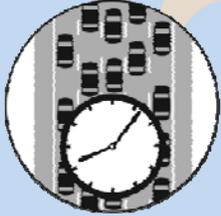




Bay Area Ranks #3 for Congested Delay



Source: Texas Transportation Institute, 2011; MTC Vital Signs, 2015



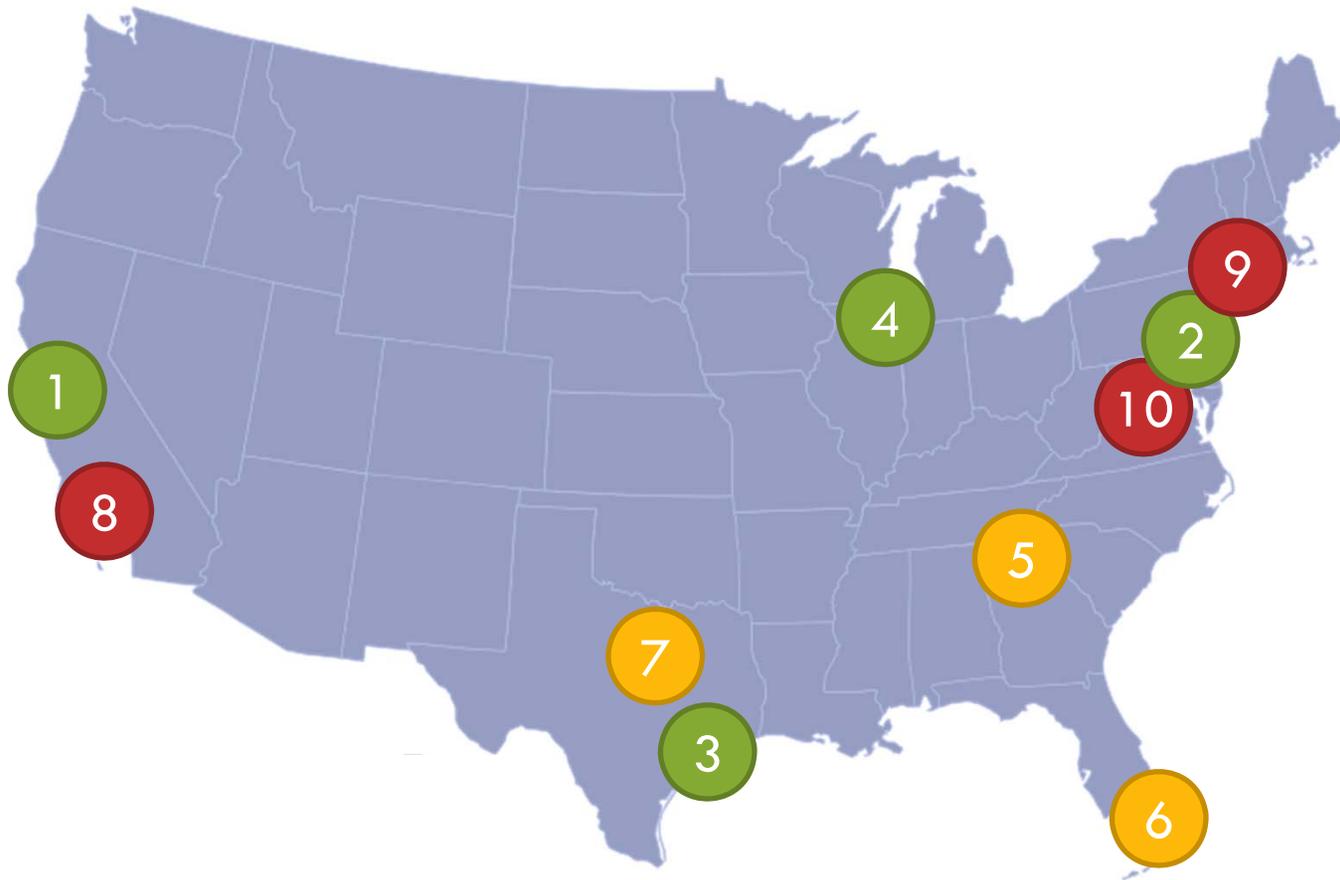
Top Ten Congestion Locations

- 1 I-80 EB** US-101 to Hillcrest Road (east of Treasure Island Tunnel)
- 2 I-880 SB** I-238 to Dixon Landing Road
- 3 US 101 SB** Fair Oaks Avenue to Oakland Road
- 4 I-80 WB** West of CA-4 to Powell Street
- 5 I-680 NB** Bollinger Canyon Road to Treat Boulevard
- 6 I-580 WB** San Joaquin County line to Fallon Road
- 7 I-680 NB** CA-262/Mission Boulevard to CA-84
- 8 I-80 EB** W Grand Avenue to Gilman Street
- 9 CA-24 EB** 27th Street to Wilder Road
- 10 US-101 NB** Woodside Road to Hillsdale Boulevard





But #1 in Travel Time Reliability:



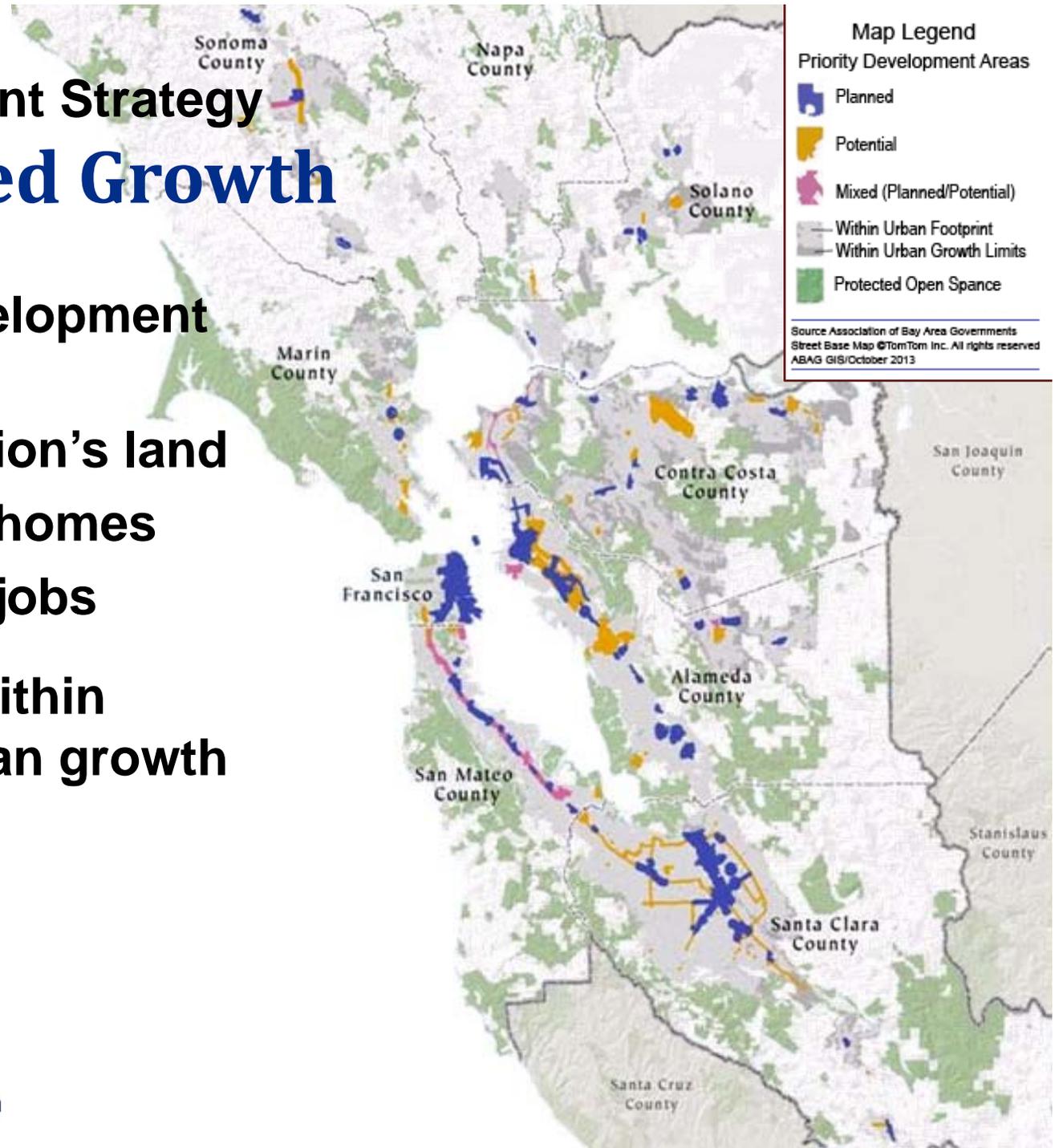
Source: Texas Transportation Institute, 2011



Metropolitan Transportation Commission

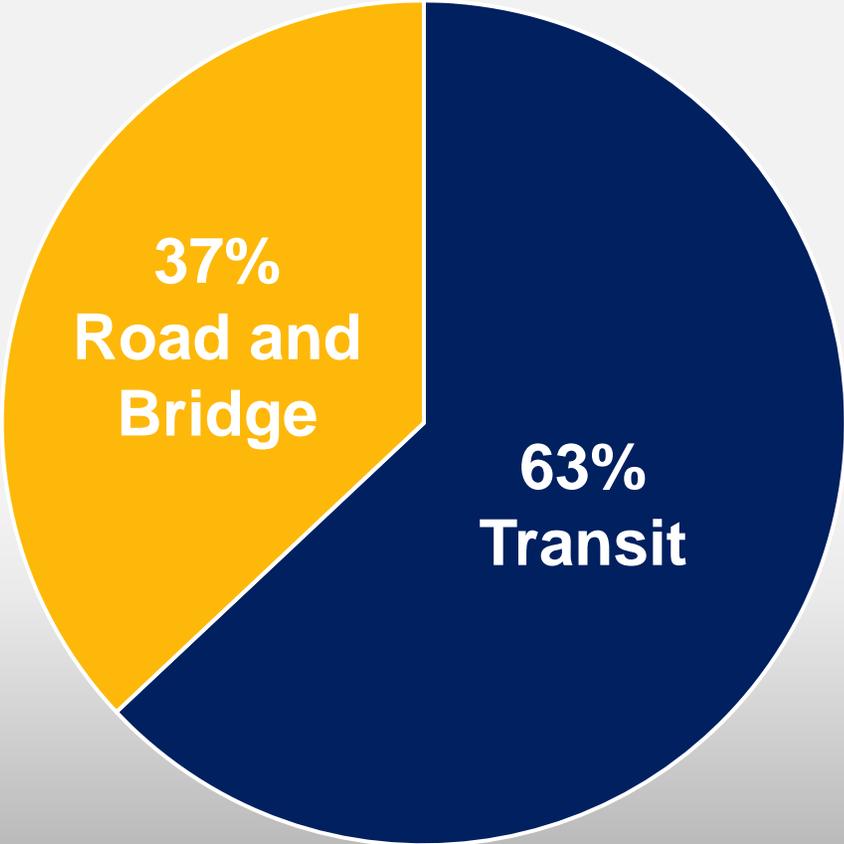
Investment Strategy Focused Growth

- **Priority Development Areas:**
 - 3% of region's land
 - 77% new homes
 - 63% new jobs
- **All growth within existing urban growth boundaries/limit lines**

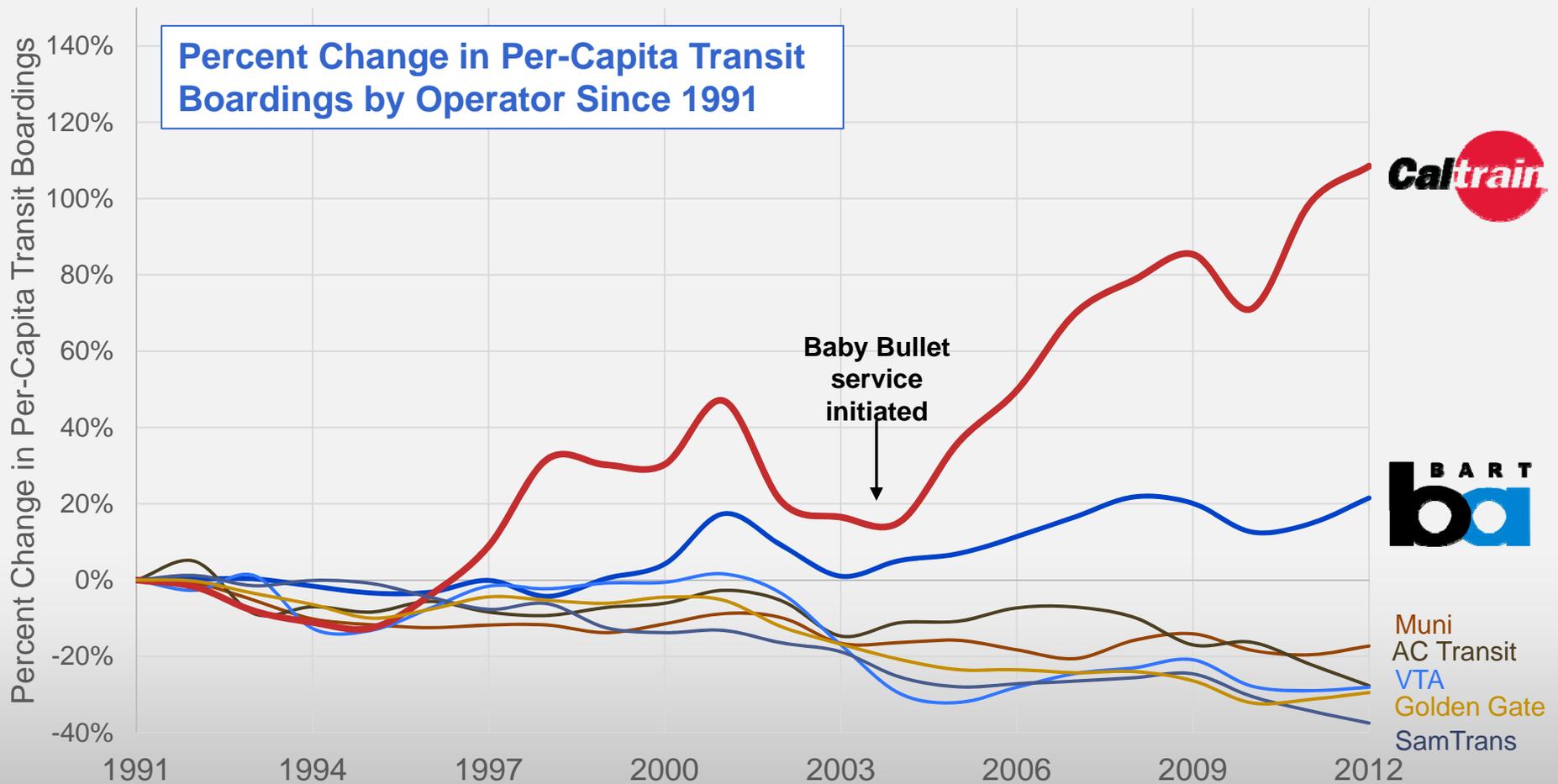


Betting on Transit

Plan Bay Area Investments by Mode
\$292 Billion

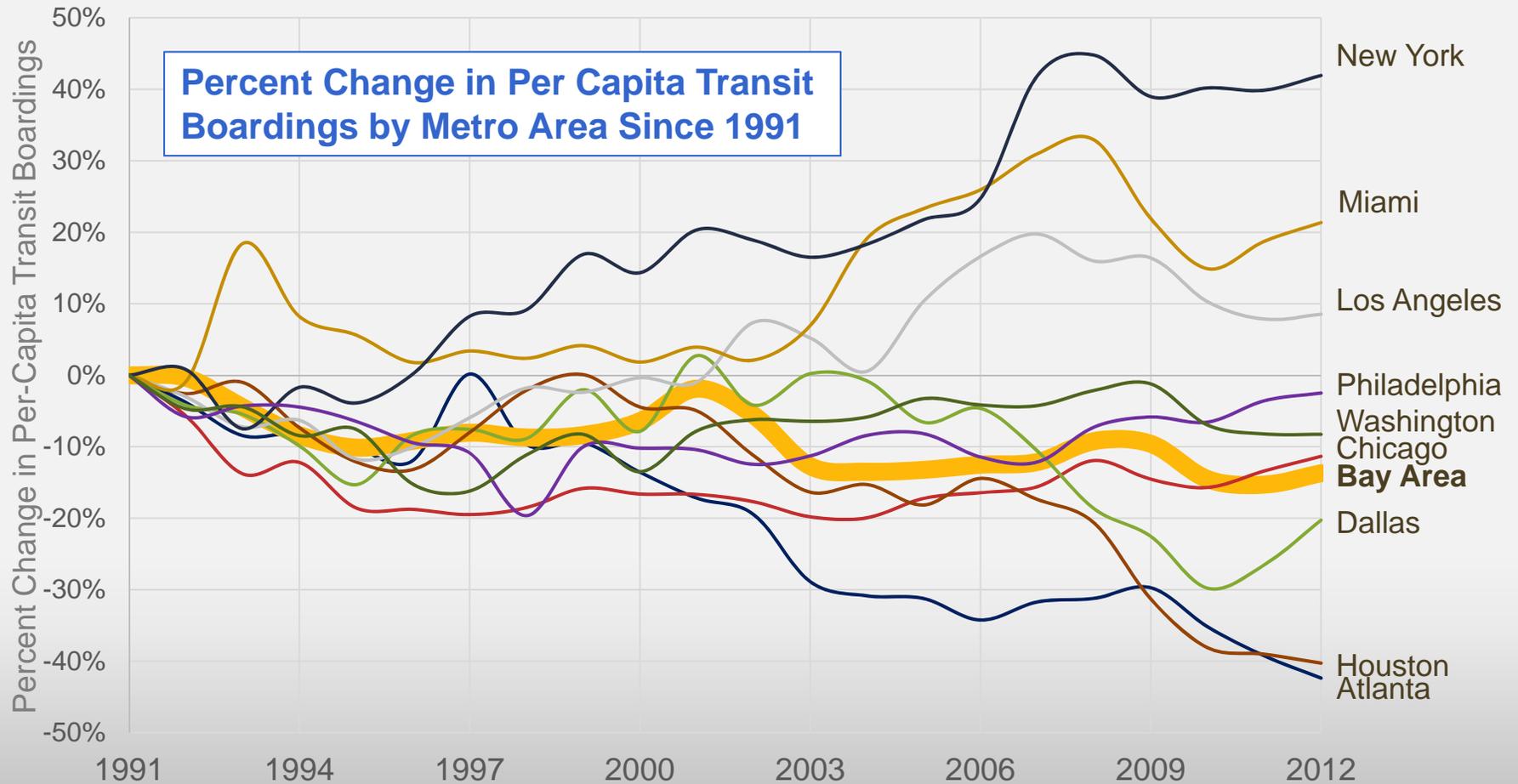


GOOD NEWS: We Know How to Grow Transit Ridership



Source: FTA NTD, 2012

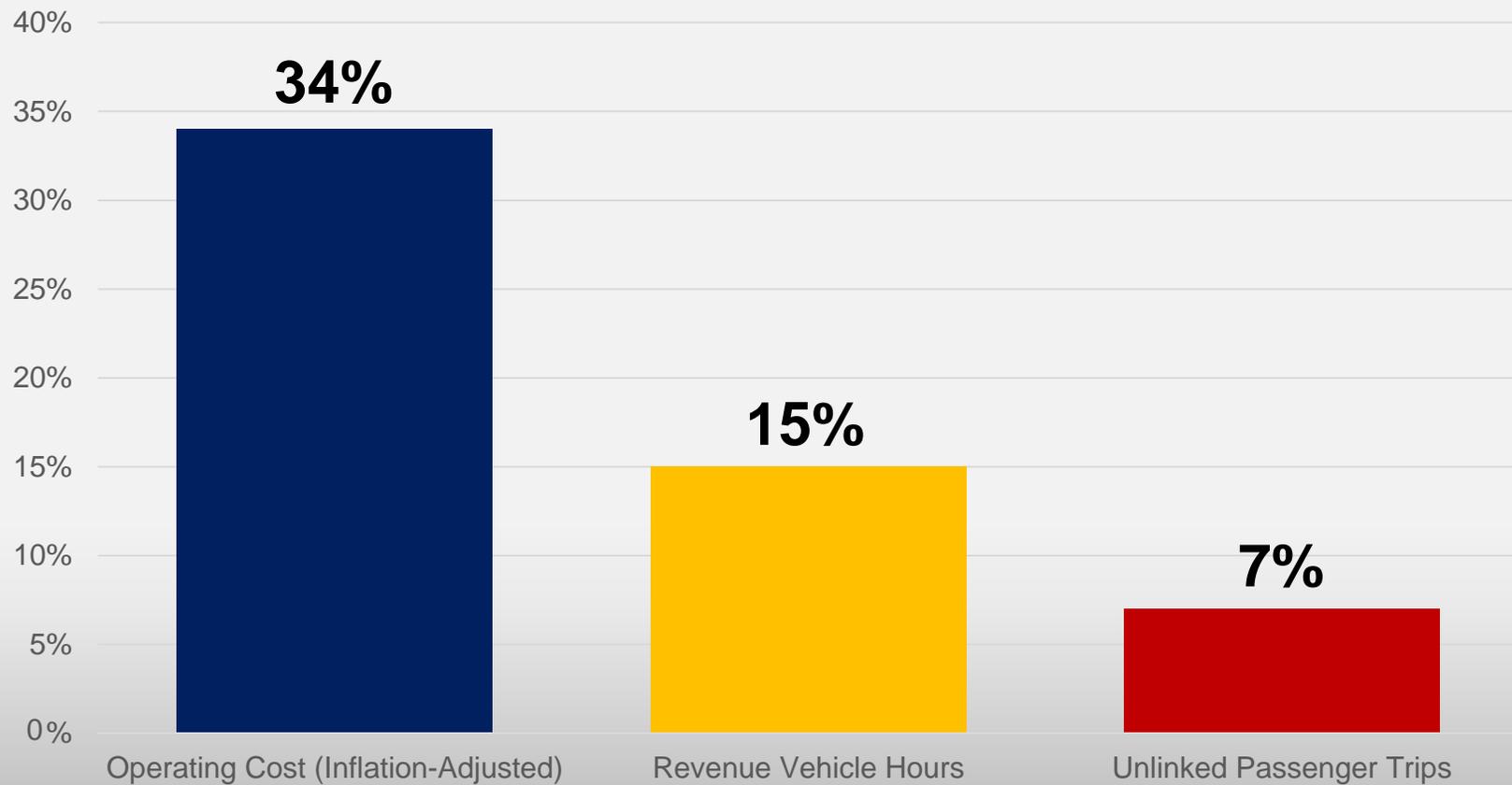
BAD NEWS: Bay Area Lagging Its Metro Peers



Source: FTA NTD, 2012

Getting a Handle on Cost

Bay Area Large Operators: Percent Change in Cost and Performance Indicators (1997-2008)



Source: National Transit Database, "Big 7" only, excludes ferry, cable car and paratransit

Performance Targets – Big 7 Operators

- Reduce “real” operating cost per service hour, cost per passenger or cost per passenger mile by 5% by 2017.
- Financial targets are set compared to the highest cost per hour experienced by each agency between 2008 and 2011.
- Based on evaluation and possible savings in areas including: fringe benefits, work rules and administrative costs.
- Existing and new operating and capital funds administered by MTC can be linked to progress towards target.

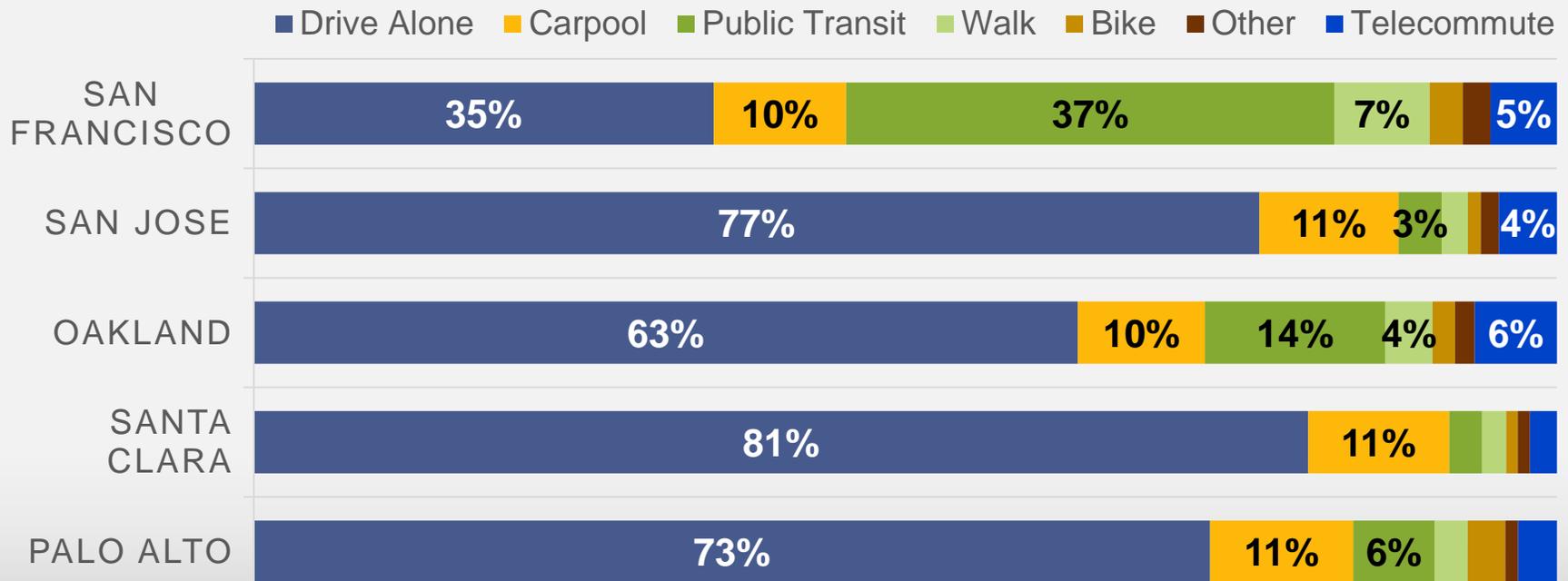
High Speed Rail

- Statewide Cap & Trade program includes \$250 million in 2014-15 and a 25% share of future funding
- Region has committed to funding the \$1.8 billion Caltrain Electrification program which includes funding from state High Speed Rail bonds
- Two Grand Centrals: Transbay and Diridon.





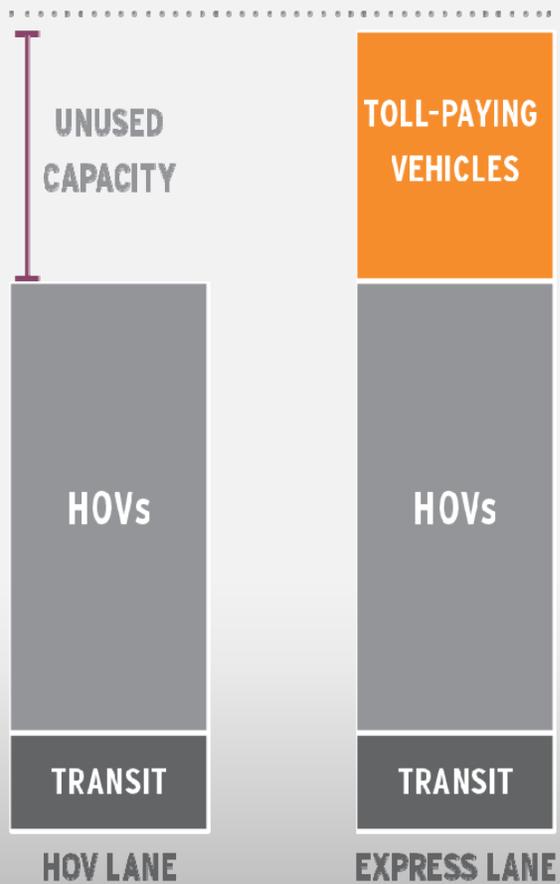
Commute Mode Choice: Local variation by employment center



Source: American Community Survey, 2013s

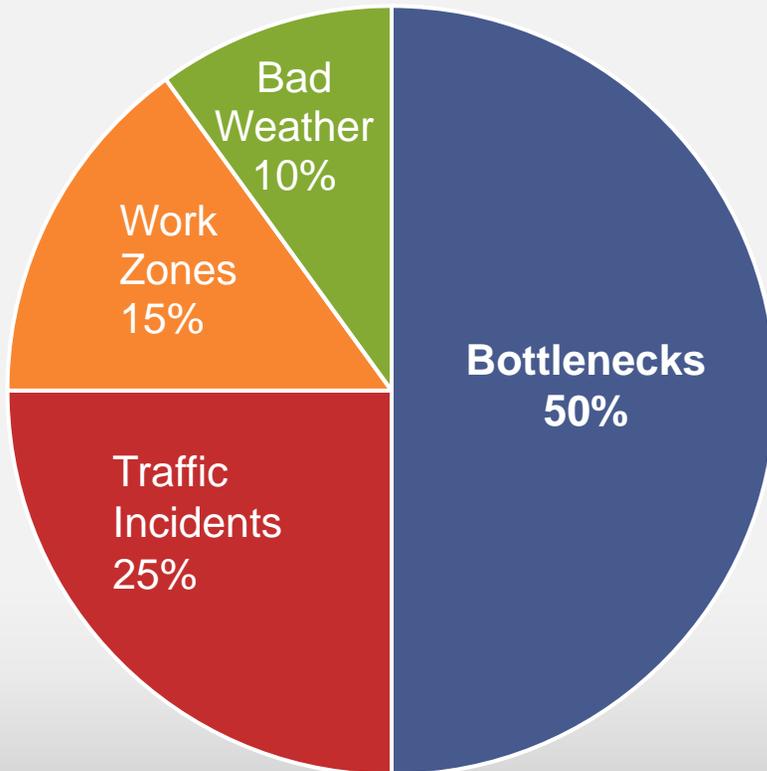
Express Lanes – Revenue is Reform

LANE CAPACITY



Managing Congestion

Causes of Congestion



Congestion Mitigation: Active Operational Management and Traveler Information



Managing Congestion

Pursue Additional Operational Strategies “Columbus Day Initiative”



Adaptive Ramp Metering



Queue Warning



Hard Shoulder Running



Adaptive Traffic Signals w/Transit Signal Priority



Connected Vehicles/Corridors

Maintain and Operate Existing Investments “Transportation Management Systems”



Highway Signage



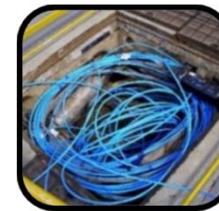
Transportation Management Center



Detection/Metering Systems



Highway Cameras



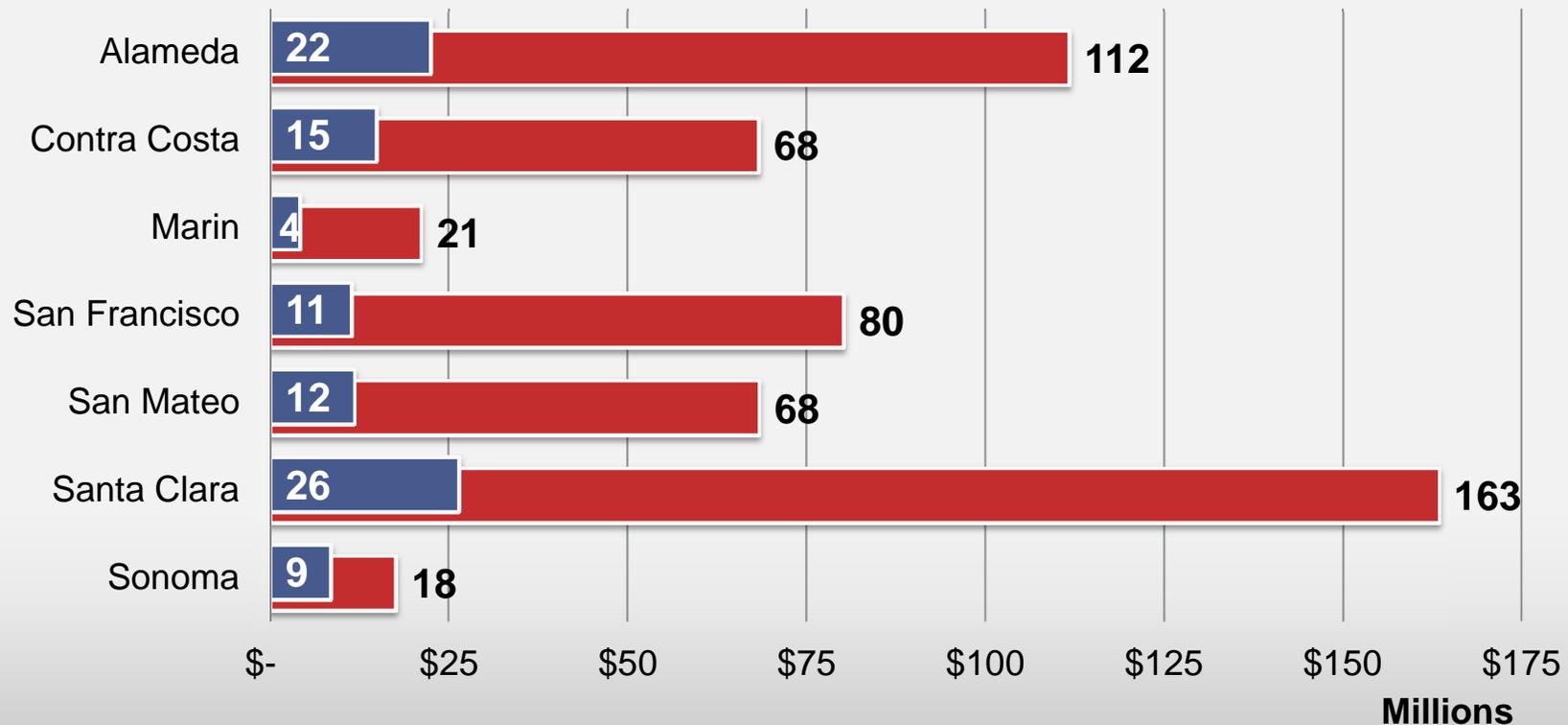
Communication Infrastructure



Incident Management

Annual County STIP Revenues Dwarfed by Sales Tax Revenues

County STIP Revenues vs. Sales Tax Revenues



- Six-year average annual county share of the State Transportation Improvement Program (STIP)
- FY12 local transportation sales tax revenues

The Bay Area's Seven-Bridge System

Carquinez Bridge
 Opened 1927,
 1958 and 2003



Benicia-Martinez Bridge
 Opened 1962
 Widened 1991
 Second span
 opened in 2007



Antioch Bridge
 Opened 1926
 Replaced 1978

Richmond-San Rafael Bridge
 Opened 1956



San Mateo-Hayward Bridge
 Opened 1929
 Replaced 1967
 Widened 2003

San Francisco-Oakland Bay Bridge
 Opened 1936
 New East Span
 opened
 September
 2013

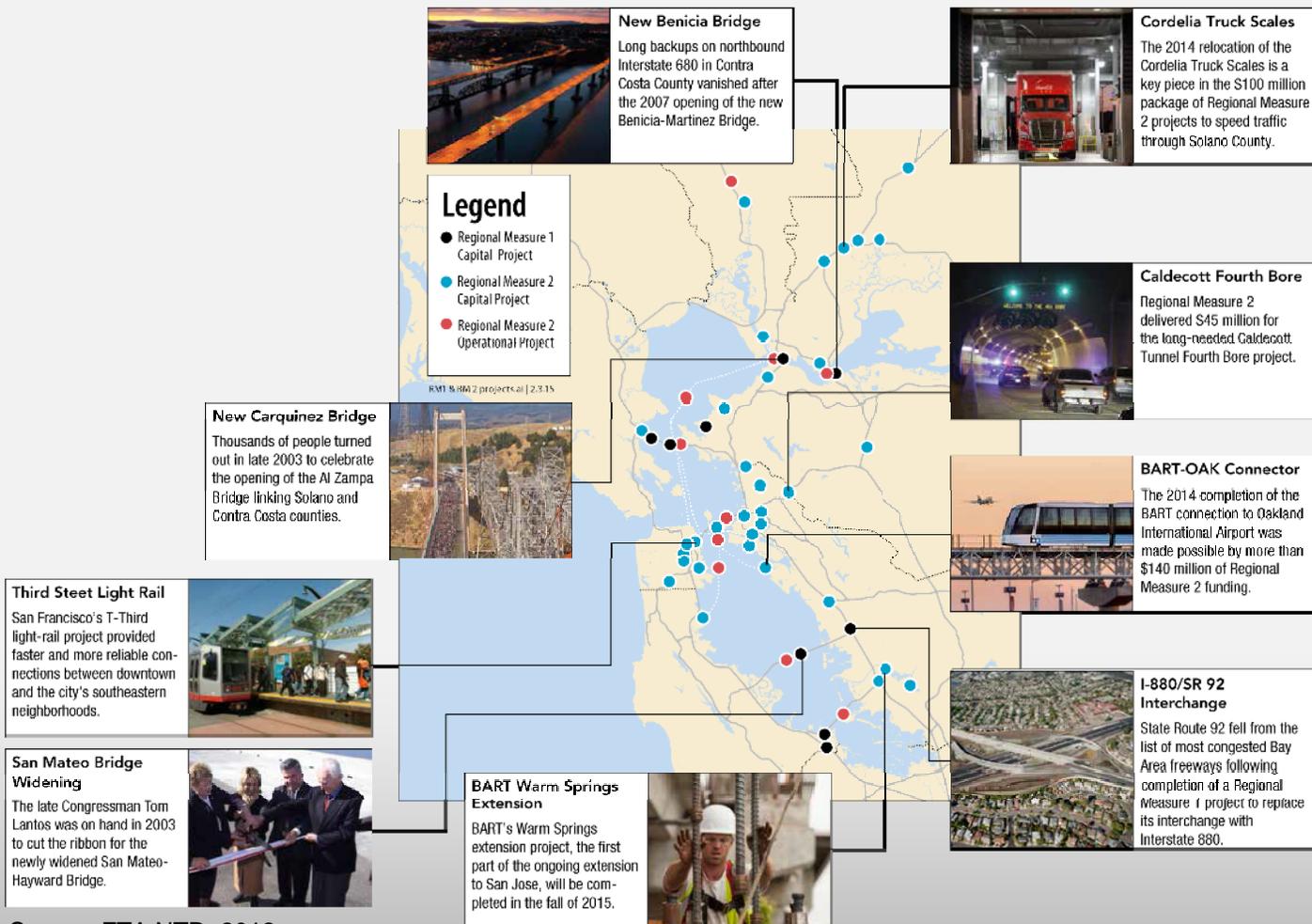


Dumbarton Bridge
 Opened 1927
 Replaced 1984

Election Results: Regional Measures 1 and 2

	Regional Measure 1 (1988)		Regional Measure 2 (2004)	
	Yes	No	Yes	No
Alameda	71%	29%	56%	44%
Contra Costa	68%	32%	51%	49%
Marin	76%	24%	64%	36%
San Francisco	69%	31%	69%	31%
San Mateo	74%	26%	55%	45%
Santa Clara	71%	29%	60%	40%
Solano	58%	42%	41%	59%
TOTAL	70%	30%	57%	43%

Toll Bridge Measures Deliver Big Returns



REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
REGIONAL MEASURE 2	
Transbay Transit Center*	\$350
e-BART/Hwy 4 Widening*	\$269
BART to Warm Springs*	\$304
BART Oakland Airport Connector	\$146
Solano Co. I-80 HOV Lanes and Truck Scales	\$100
AC Transit Bus Rapid Transit*	\$78
SMART Rail*	\$67
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes*	\$53
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper, 511, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit*	\$34
Transit Operations Support (Annual)	\$41

* Under construction

Source: FTA NTD, 2012

Anyone for Regional Measure 3?

